foodgrain for Public Distribution System (PDS), resulted in shortage of wagons. The shortage of wagons continued in the first qu2rter of the current financial year also. However, in the present quarter i.e. the second quarter, there is no shortage of wagons on Indian Railways.

(d) Production of new wagons is a continuing process. This depends upon a number of factors like condemnation of overaged wagons, current loading trend and likely projection of traffic in future. The total order for production of 28157 (Four Wheeler Unit) wagons is there during 2004-05.

Train Accidents on Konkan Railways

1899. SHRI AMAR SINGH:

SHRI ABU ASIM AZMI:

Will the Minister of RAILWAYS be pleased to state:

(a) the total number of people killed/injured in train accidents on the Konkan Railways and the amount of assistance that has been given to the victims and injured persons;

(b) the precise reasons which were responsible for this disaster;

(c) the steps Government propose to take to avert such accidents in future on this sector; and

(d) what action Government propose to take against the officers concerned who had failed to implement the safety norms, chalked out after the last year's accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Since the launch of Konkan Railway in 1996, there have been 80 deaths and 191 injuries in consequential train accidents till date. These includes 15 deaths and 106 injuries in the Matsyagandha Express derailment of 16.06.2004 on Konkan Railway.

As per the provisional findings of the Commissioner of Railway Safety/Central Circle, the derailment of Matsyagandha Express on 16.06.2004 occurred due to natural fall of boulders and soil.

In these accidents, Rs, 77.215 lacs have been paid as ex-gratia amount.Further, a sum of Rs. 14.92 lacs has been paid as compensation. 44 cases are pending before various Railways Claims Tribunals at present.

(c) To prevent accidents on Konkan Railway, the following measures are being taken:

(i) 75 kmph speed restriction has been imposed throughout the Veer to Udupi section.

(ii) Imposition of 50 kmph speed restriction at the cuttings having depth more than 5 metres which are within 200 metres vicinity of major bridges so that a driver can control & stop short of bridge, in case required.

(iii) Passenger carrying trains are being piloted in Veer-Udupi section by light engine/Goods train during night hours from 19.00 to 07.00 hrs. if no train has passed the section for 40 minutes prior to the passenger train.

(iv) All cuttings which are deeper than 12 metres and were consiaered vulnerable, safety nets had already been provided. At all cuttings wherever the height is more than 5 metres and where the cutting leads to major bridges, stationary watchmen have been posted.

(v) Monsoon patrolling in vulnerable locations between Veer to Karmali and from Madgaon to Thokur has also been introduced in 47 block sections.

(d) Konkan Railway have completed all safety works chalked out after the last year's accident, implemented all safety norms prescribed, and there were no lacunae in safety measures in this regard.

Railway Projects in Rajasthan and Punjab

1900. SHRI SANTOSH BAGRODIA:
SHRIMATI AMBIKA SONI:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the on going railway projects and surveys in Rajasthan and Punjab;

(b) the reasons for their slow progress and the expenditure incurred thereon, so far, along with the estimated cost thereof, project-wise;

(c) the funds allocated to each project during the last three yoars; and